

Chicago Safe Routes to High School (SRHS)



Roberto Clemente High School Recommended Improvements

April 2, 2014

Presentation Outline

- Goals
- Related Programs
- Project Location/Area
- Existing Conditions
- Improvement Types
- Proposed Plan
- Project Schedule
- Next Steps



Goals

- Promote walking and biking to school
- Increase safety for school children
- Raise safety awareness among drivers
- Improve pedestrian, bicycle and traffic designs
- Decrease vehicular speed
- Engage the community in support of pedestrian safety
- Use engineering, education, and enforcement



Related Programs

- CDOT

- *Chicago Pedestrian Plan*
- *Chicago Forward Agenda*
- *Complete Streets Design Guidelines*
- Child Safety Zones
- Walk to Transit
- Aldermanic Menu Program
- Sidewalk-RCMA Program - ADA ramps
- Traffic Signal Program
- Arterial Street Resurfacing
- Streetscapes

- IDOT

- Congest Mitigation and Air Quality (CMAQ) Improvement Funding

Streets for Cycling 2020

Streets for Cycling Plan 2020 Bikeway Network



City of Chicago - Rahm Emanuel, Mayor
Department of Transportation - Gale Kain, Commissioner

Legend

Neighborhood Bike Route (310 Miles)

Shorter routes that utilize neighborhood streets to connect Crosstown Bikeways and provide access to local destinations, such as parks, schools, transit, and neighborhood retail, as well as residential areas. Many of these streets are already conducive to bicycling so the amount of new infrastructure required will vary from block to block.



Crosstown Bike Route (275 Miles)

Long, continuous routes on commercial streets that connect neighborhoods, major destinations and local bikeways. The majority of the protected bike lanes in Chicago will be located along Crosstown Bike Routes.



Spoke Route (60 Miles)

Chicago's most direct routes in and out of the downtown area for bicyclists. These streets will be reimaged over the next eight years to provide bicyclists with the safest, quickest and most comfortable accommodations possible.



Existing Bike Lane or Marked Shared Lane

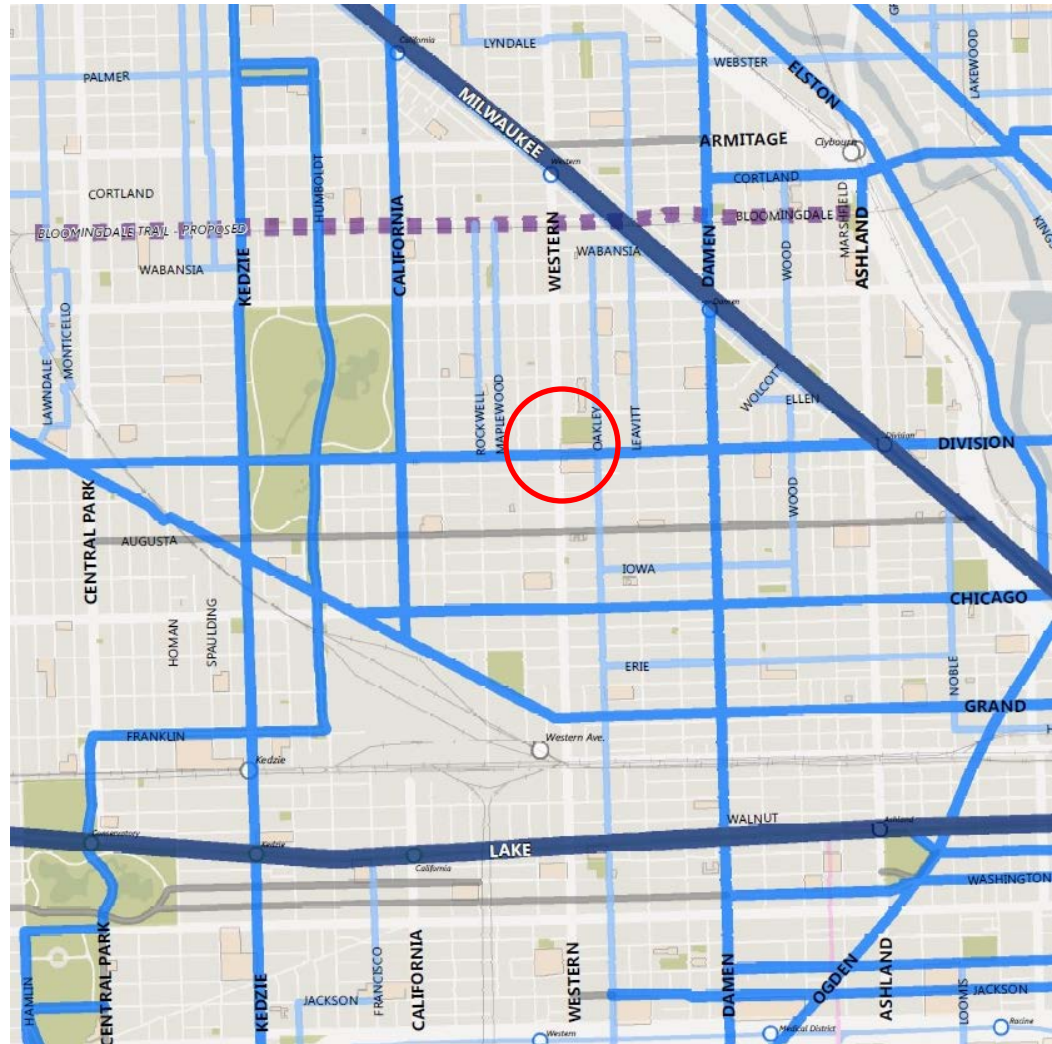
Existing Off-Street Trail

Proposed Off-Street Trail

Open Space/Cemetery

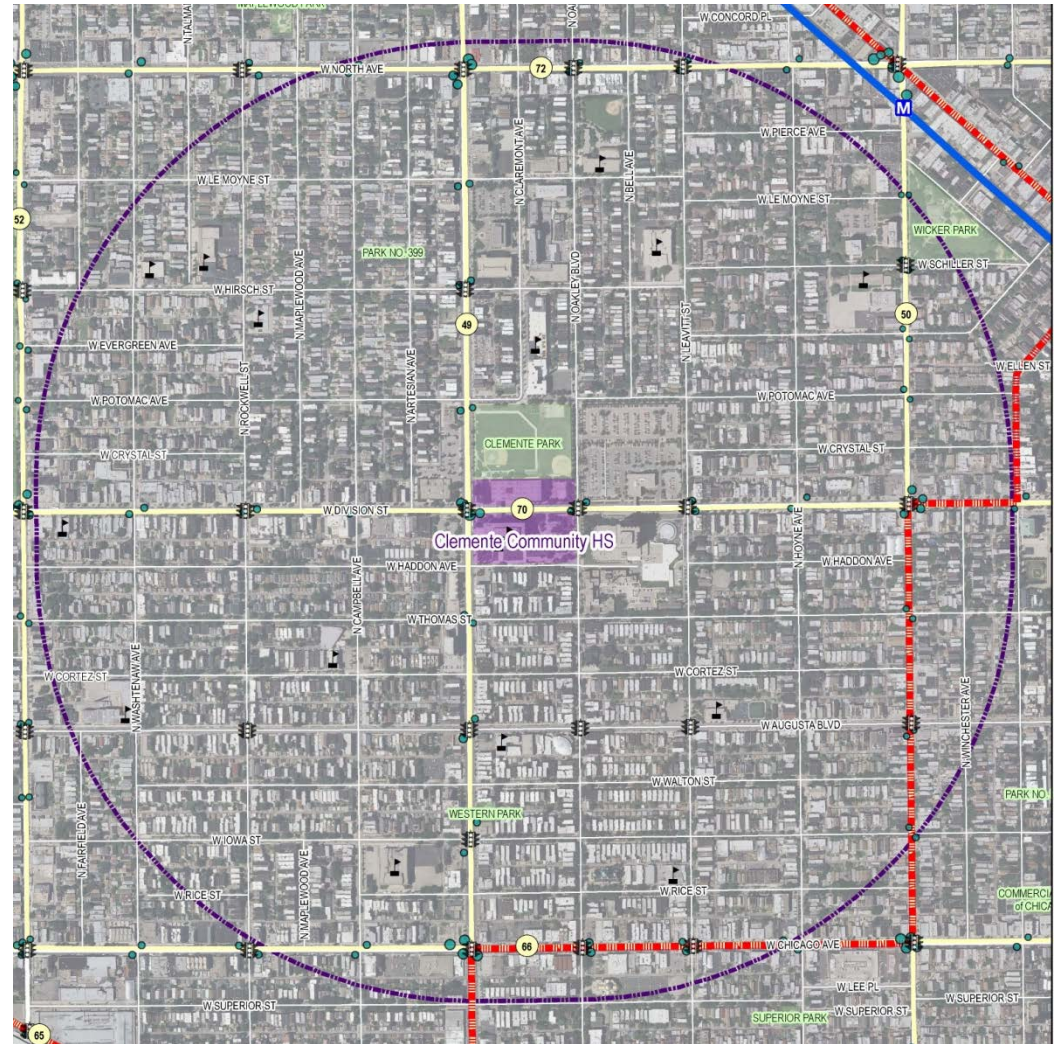
College Campus/School Grounds

The City of Chicago does not maintain jurisdiction over several streets identified in this plan.
All locations are subject to change until final review and approval from the Illinois Department of Transportation and the Cook County Highway Department.



Project Area

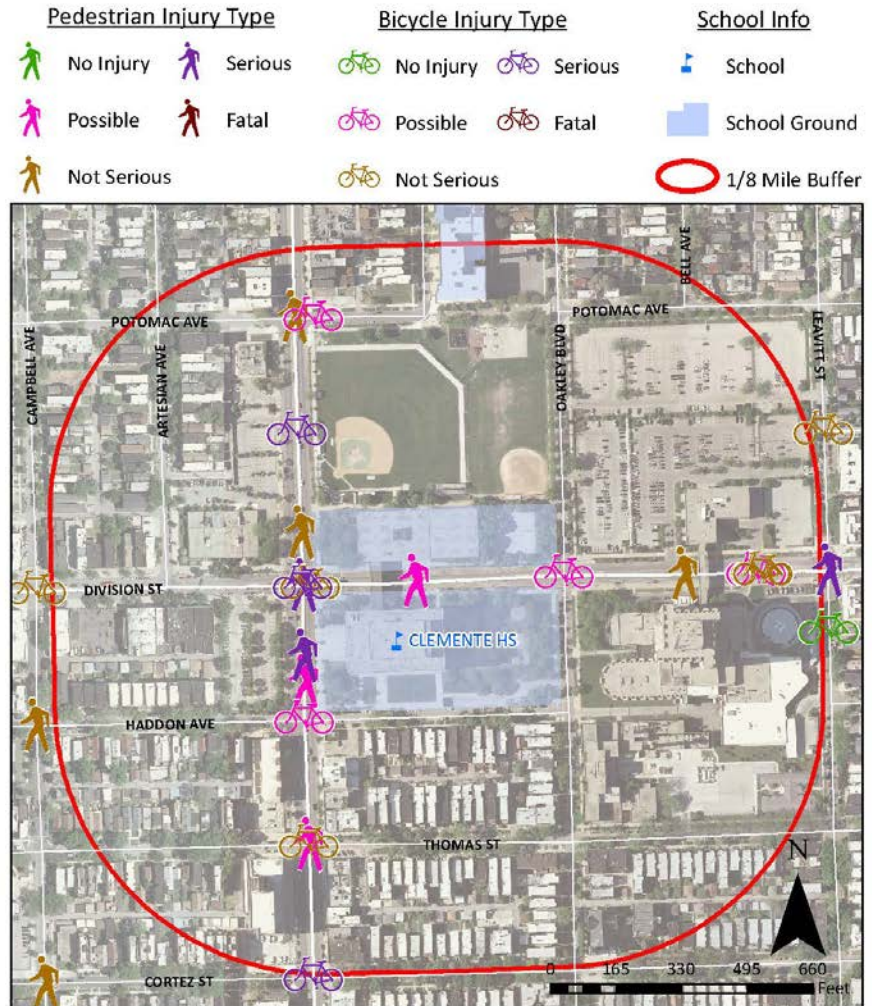
- Evaluated at ½ mile distance for pedestrian walking considerations
- Evaluated at 1 mile distance for biking considerations
- Try to improve safety especially on Arterial and Collector Streets



Background Selection

- 10 high schools and elementary schools selected around the city.
- The area around Clemente had a higher frequency of pedestrian and bicycle crashes than areas around comparable schools.
- School administrators expressed an interest in participating in the program.

Clemente HS Ped & Bike Crash Map
2009 - 2011 Crash Data



Existing Conditions



Improvement Types

Pedestrian Realm:

- Crosswalk improvements
- Parkway Trees - Separate Pedestrians from Traffic
- Sidewalk Improvements
- Bicycle Racks
- ADA Ramps (at selected locations)

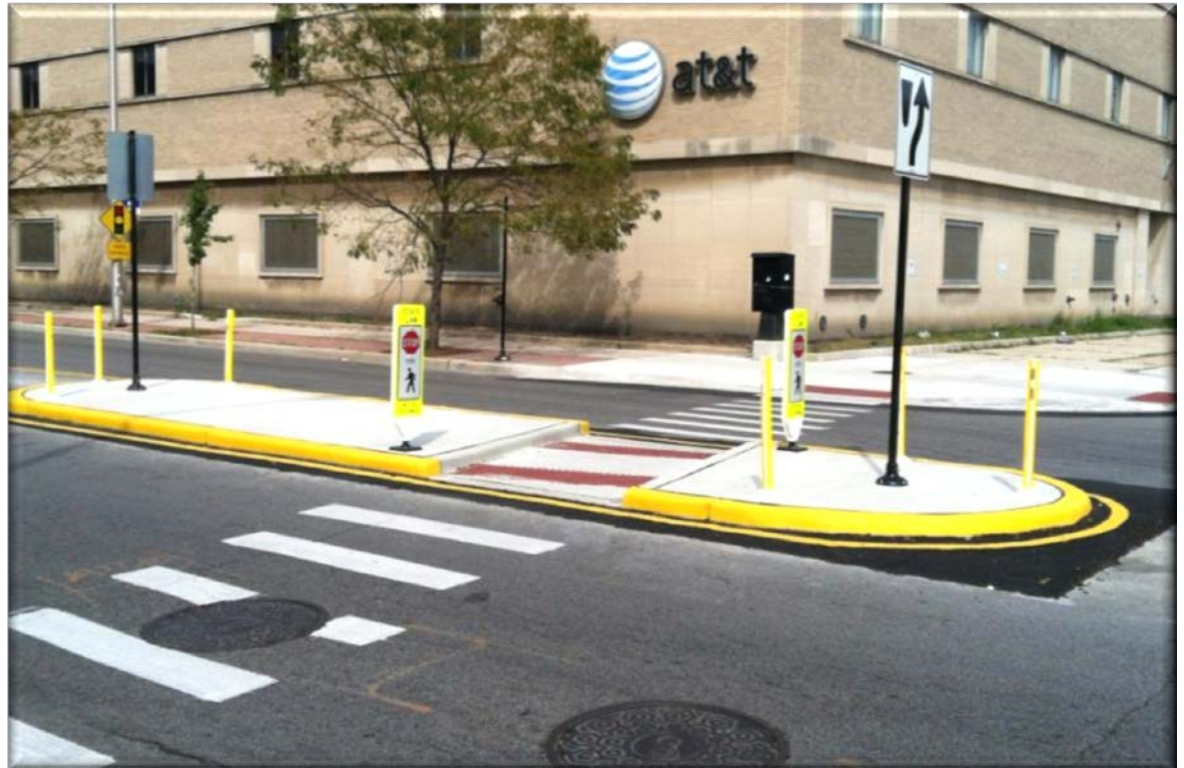
Traffic Realm:

- Pedestrian Crossing Safety
- Driver Speed Feedback Signs
- Traffic Signal Improvements
 - Count-Down Pedestrian Heads
- Improved Signage
- Designated Drop-off Area
- Updated Pavement Markings

Pedestrian Crossing Safety

Pedestrian Refuge Island

- Western Ave and Thomas St
- Western Ave and Haddon Ave



Driver Speed Feedback Signs

Along Division between Western and Oakley

- Define Enforcement Zone
- Reduce Speeds around School
- Immediate Awareness
- Data Records



Traffic Signal Improvements

At Western and Potomac

- Countdown Signals
 - 25% Injury Crash Reduction Factor
 - Discourages crossing without time for safe crossing.



Crosswalk Improvements

Typical crosswalk



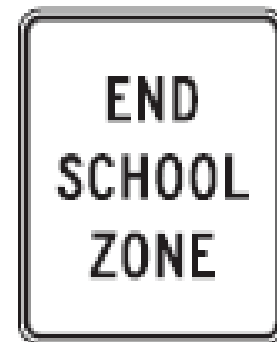
High Visibility crosswalk



Improved Signage



School Speed
Limit Assembly



Pavement Markings

- Define Crosswalks and Stop Bars
- Increase Visibility
- Identify Enforcement Zone
- Reduce Parking Confusion
- Mark “Safety Zone”
- Encourage motorist to slow and watch for children.



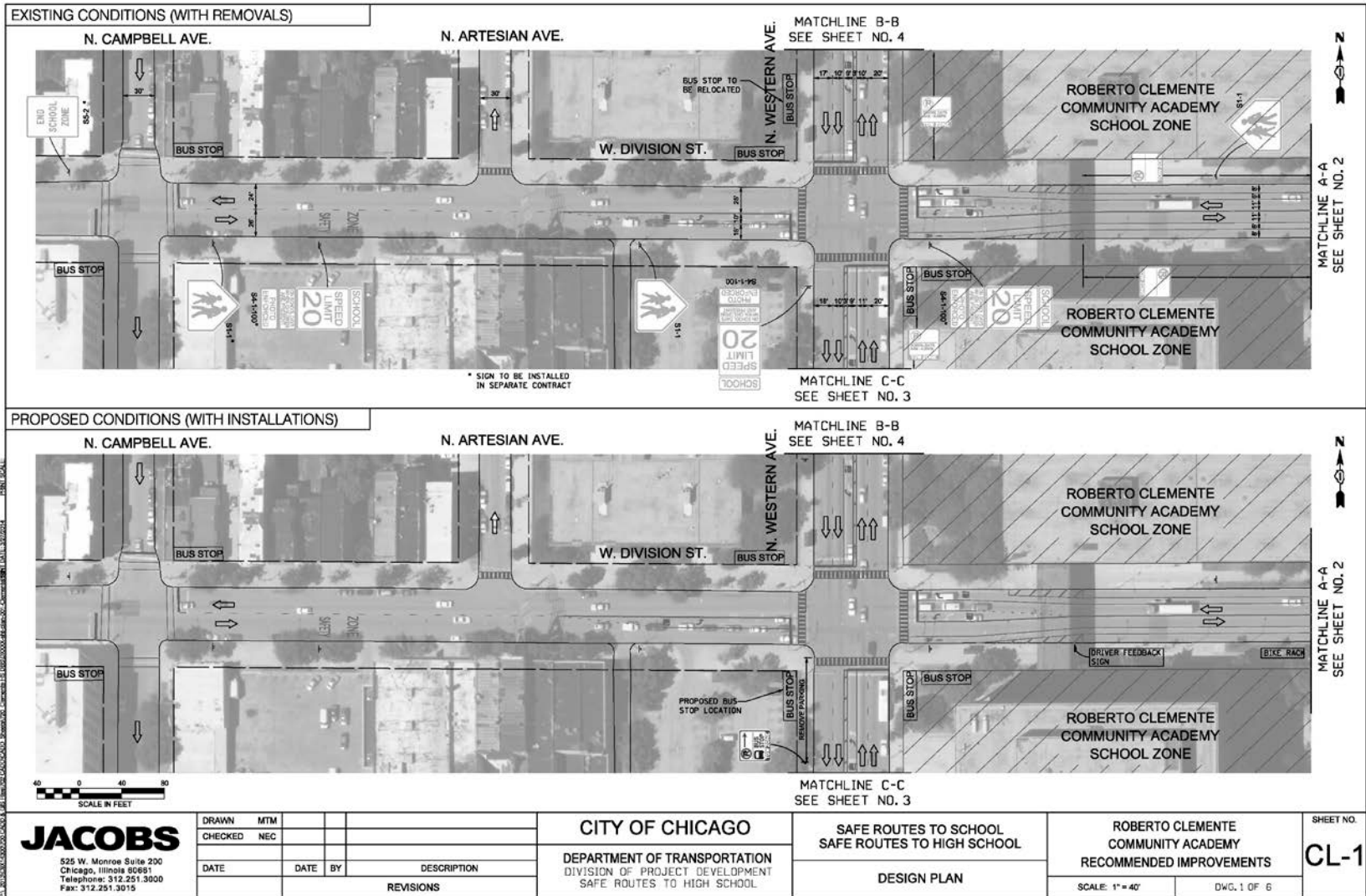
Bicycle Racks

Along Division Street Just
East of Main Building

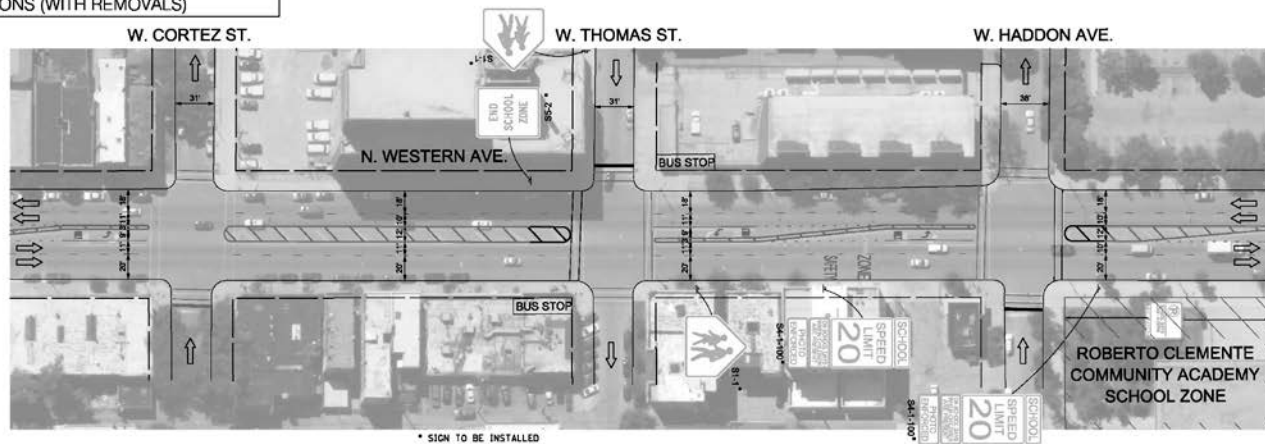


ADA Ramps





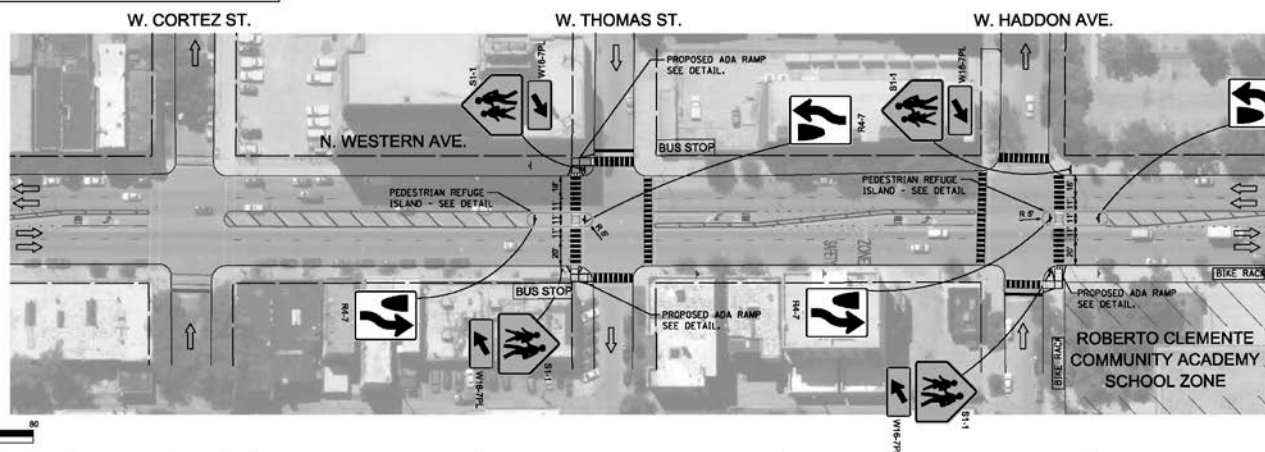
EXISTING CONDITIONS (WITH REMOVALS)



* SIGN TO BE INSTALLED IN SEPARATE CONTRACT

MATCHLINE C-C
SEE SHEET NO. 1

PROPOSED CONDITIONS (WITH INSTALLATIONS)



MATCHLINE C-C
SEE SHEET NO. 1

JACOBS

525 W. Monroe Suite 200
Chicago, Illinois 60661
Telephone: 312.251.3000
Fax: 312.251.3015

DRAWN	MTM		
CHECKED	NEC		
DATE	DATE	BY	DESCRIPTION
REVISIONS			

CITY OF CHICAGO

DEPARTMENT OF TRANSPORTATION
DIVISION OF PROJECT DEVELOPMENT
SAFE ROUTES TO HIGH SCHOOL

SAFE ROUTES TO SCHOOL
SAFE ROUTES TO HIGH SCHOOL

DESIGN PLAN

ROBERTO CLEMENTE
COMMUNITY ACADEMY
RECOMMENDED IMPROVEMENTS

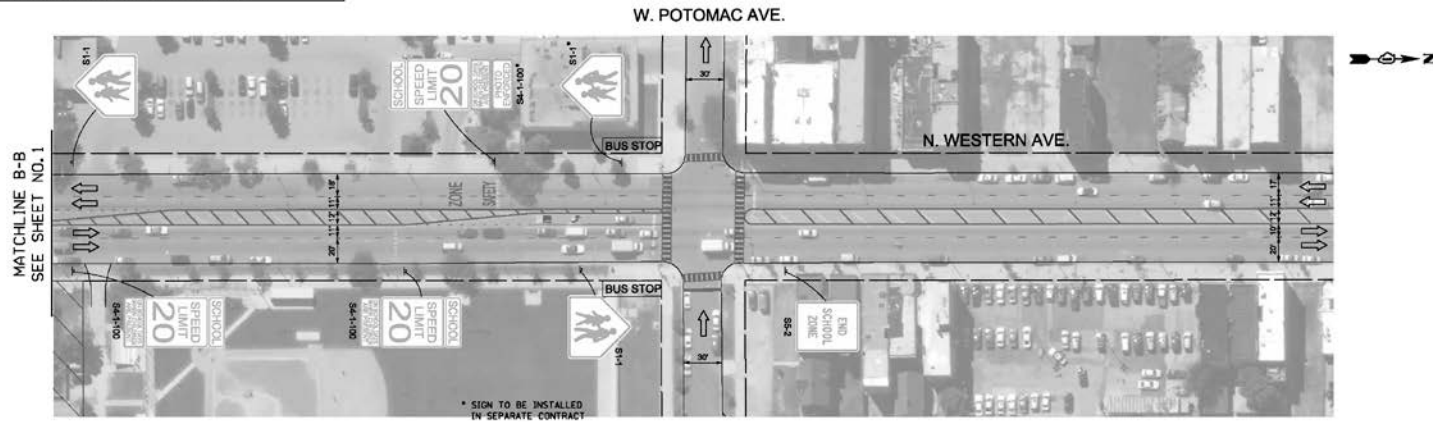
SCALE: 1" = 40'

DWG. 3 OF 6

SHEET NO.

CL-3

EXISTING CONDITIONS (WITH REMOVALS)



PROPOSED CONDITIONS (WITH INSTALLATIONS)



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SHEET NO.

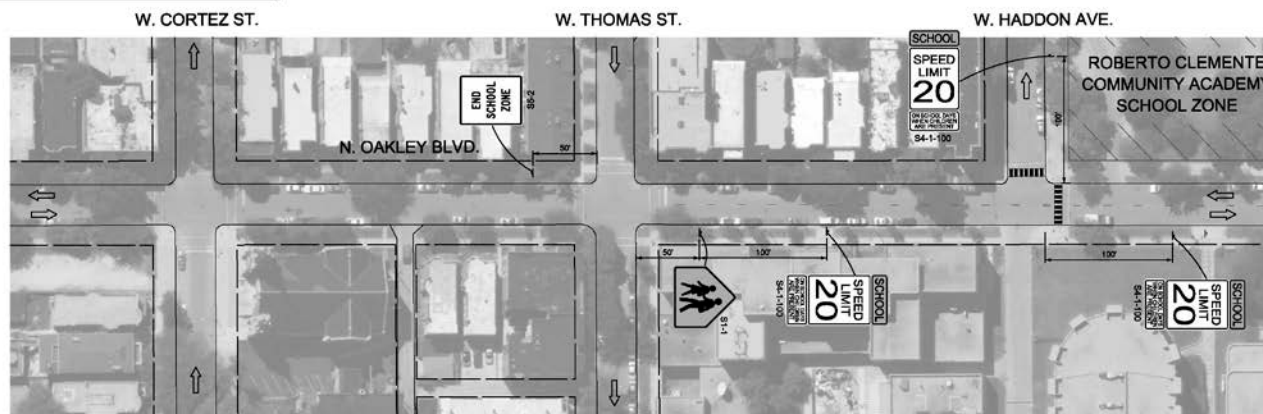
CL-4

EXISTING CONDITIONS (WITH REMOVALS)



MATCHLINE E-E
SEE SHEET NO. 2

PROPOSED CONDITIONS (WITH INSTALLATIONS)



MATCHLINE E-E
SEE SHEET NO. 2

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DESIGN PLAN

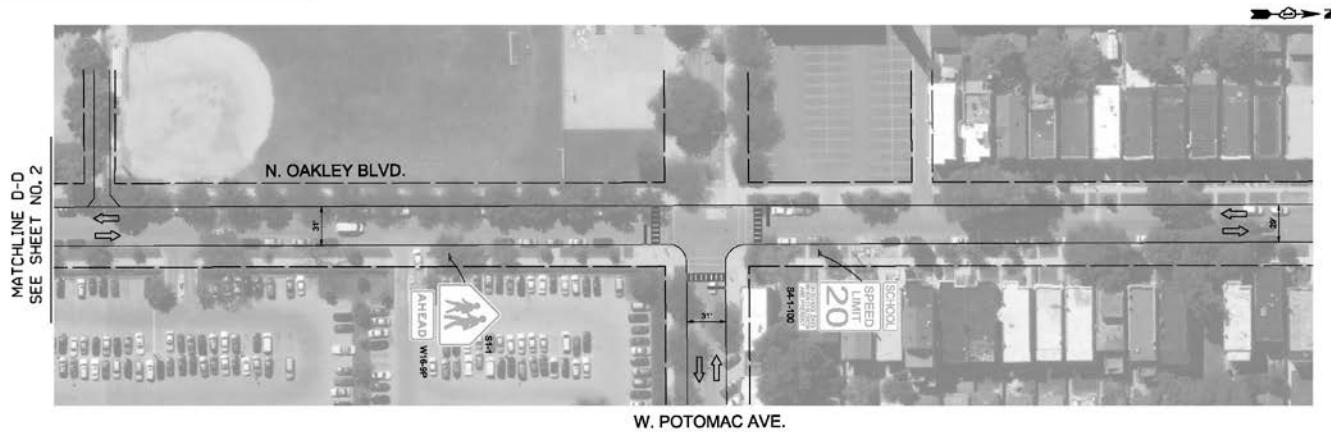
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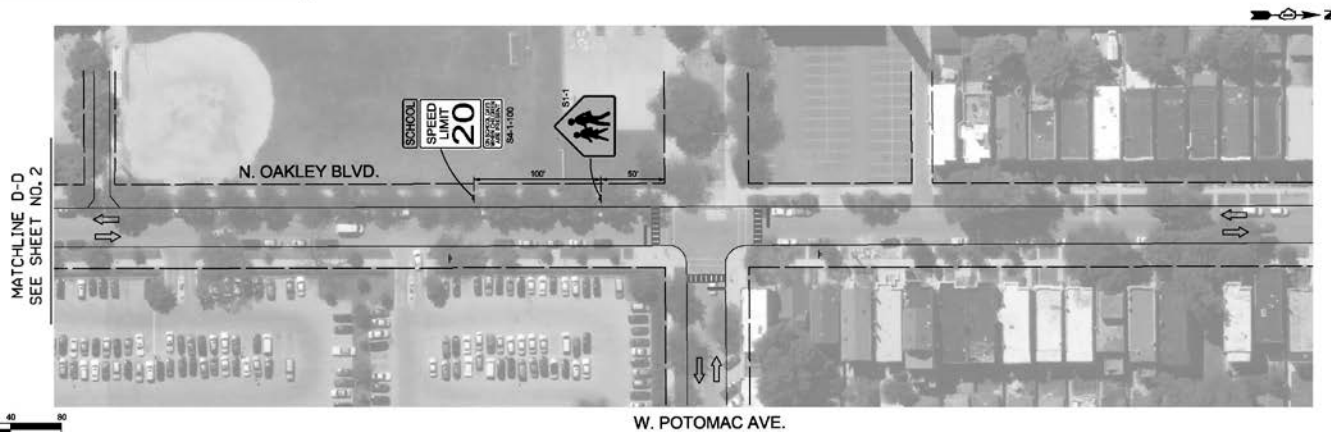
DWG. 5 OF 6

SHEET NO.
CL-5

EXISTING CONDITIONS (WITH REMOVALS)



PROPOSED CONDITIONS (WITH INSTALLATIONS)



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DWG. 6 OF 6

SHEET NO.

CL-6

Next Steps

- Community meetings
- Environmental review spring 2014
- Review data and implement changes and/or improvements
- Plan and Specification Preparation Summer 2014
- Construction and enhancements



Chicago Safe Routes to High School

Thank You

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